



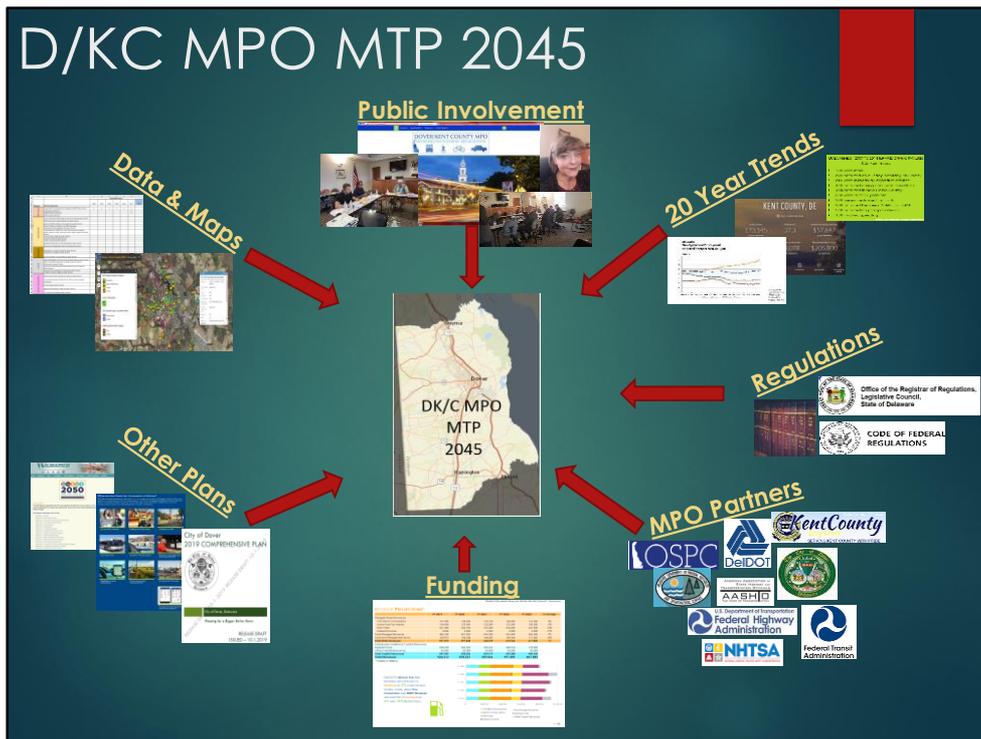
# Metropolitan Transportation Plan 2045 Update Briefing

**December 4, 2019 PAC/TAC/Council Joint Meeting**

REED MACMILLAN

D/KCMPO EXECUTIVE DIRECTOR

Welcome to our Metropolitan Transportation Plan (MTP) 2045 Update briefing. During this presentation I will provide a brief summary about our Dover/Kent County Metropolitan Planning Organization (D/KC MPO), the documents the MPO is required to complete, and why our MTP is updated every four to five years.



Before I show you the agenda for tonight, I wanted to try and develop one slide that might represent the various competing interests when it comes to drafting a Metropolitan Transportation Plan or MTP.

The challenge will be to collect and analyze this information in a manner which is interesting to our “main” stake holders- **Kent County citizens**. To do this, we will:

1. Leverage our new Web Site to archive and share our MTP development from now until the time the MPO Council approves the MTP (January 2021);
2. Assign Helen Wiles (MPO Public Outreach Manager) with weekly MTP updates on all social media platforms;
3. Create interactive maps on our web site allowing 20-year trend analysis of data, regulation requirements, land use and other transportation long-range plans, funding constraints, and our MPO Partners transportation projects, studies, and policies;
4. Provide our Public Advisory Committee (PAC), Technical Advisory Committee (TAC), and MPO Council with continual updates which those members can share with their communities, organizations, and agencies.

## Agenda

- ▶ D/KC MPO MTP Mission (2 slides)?
- ▶ 2045 MTP (21 slides)
  - ▶ What is an MTP?
  - ▶ What are MTP Requirements (2 slides)?
  - ▶ What data will be used (6 slides)?
  - ▶ Nesting (supporting) with other Plans (9 slides)
  - ▶ MTP Factors to consider?
  - ▶ What is the Timeline?
  - ▶ Next steps.
- ▶ Questions?

These are the points we will review during this presentation.

## D/KC MPO Mission: Why an MTP?

- ▶ Authority and responsibility for **transportation policy-making and planning**
- ▶ Ensure existing and future transportation projects and program expenditures are based on the **3C (continuing, cooperative, & comprehensive) process**.
- ▶ **Six core functions**
  - ▶ Establish a setting for effective decision-making
  - ▶ Identify and evaluate transportation improvement options
  - ▶ Prepare and maintain a **Metropolitan Transportation Plan**
  - ▶ Develop a Transportation Improvement Program (TIP)
  - ▶ Identify performance measure targets and monitor implemented projects for achieving targets
  - ▶ Involve the public
- ▶ Cooperate with DeIDOT and Dart to **set spending levels** for Federal funds meant for transportation projects.

This slide sums up the MPO's major transportation planning functions as regulated by Federal Law. The D/KC MPO conducts these functions by coordinating various transportation projects and studies with our MPO partners on our PAC, TAC, and Council. As part of our core functions, we will be updating our 2017 Metropolitan Transportation Plan (MTP) beginning in January 2020

## D/KC MPO Mission (cont.): Documents

Documents	Time Horizon	Contents	Update Requirements
Unified Planning Work Program (UPWP)	1-2 years	Planning Studies Tasks Budget	Annual
Transportation Improvement Program (TIP)	4 years	Transportation Investment Projects	4 years
Public Participation Plan (PPP)	4 years	MPO Public Outreach Efforts	4 years
Metropolitan Transportation Plan (MTP)	20 years	Future Goals, Strategies and Products	4 years for air quality nonattainment and maintenance areas; 5 years for air quality attainment areas

Although the MPO council considers a variety of “action items” each year, there are **four main documents** that are required by Federal Law to be drafted, updated, and adopted by the MPO. The first document is called the Unified Planning Work Program (UPWP) and describes how the annual budget will be used in specific sub-tasks. Our UPWP has eight sub-tasks (Program Management & Development; Unified Planning Work Program; Public Outreach; Transportation Improvement Program; Data Management; Training, Continuing Education, Outreach; Transportation Long Range Plan; and Transportation Planning Projects). The second document is the Transportation Improvement Program (TIP) and lists proposed road improvement projects that will be funded by DeIDOT. These roads must be identified in the MPO’s Long Range Plan (also called the Metropolitan Transportation Plan/MTP) which is described next. The third document is the Public Participation Plan (PPP) which as you may recall, was recently updated and approved in September 2019. The PPP outlines how the MPO will engage the public regarding information on transportation projects.

**An important note:** Although the TIP is required to be updated every 4 years, it was reviewed and approved by our MPO Council every year. However, in 2019 DeIDOT modified the **annual** TIP reviewed and MPO Council approval requirement and adopted a **biennial** TIP requirement.

The fourth main document is called the Metropolitan Transportation Plan and is the MPO’s 20-year Long Range Plan. Similar to other long-range plans such as Municipal and County Comprehensive Plans (described later on slide #20), the MTP lists projects the MPO is proposing over the next 20 years. These projects are primarily suggested by the Public through the many meetings the MTP holds for community involvement. The MTP is updated every 4-5 years and since the last MTP update was in 2017 (to the year 2040) it is time to update for 2045.



# Metropolitan Transportation Plan (MTP) 2045 Update Briefing

- What is an MTP?
- What are MTP Requirements (2 slides)?
- What data will be used (6 slides)?
- Nesting (supporting) with other Plans (9 slides)
- MTP Factors to consider?
- What is the Timeline?
- Next steps.

Now that you have more information about an MPO and what we do in the transportation planning arena, let's talk about our next MTP Update.

## MTP (what is it?)

- ▶ A **long-range plan** (20+-year planning horizon).
- ▶ Details **goals and objectives for Kent County's transportation network**.
- ▶ Identifies how our **multi-modal transportation system** (including transit, highway, bicycle, pedestrian, and accessible transportation) will meet the region's **economic, transportation, development and sustainability goals**.
- ▶ Must be **fiscally constrained** (sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements).

Identifies how the region intends to invest in the transportation system. Federal law requires that the plan "include both long-range and short-range strategies/actions that provide for the development of an integrated intermodal transportation system to facilitate the efficient movement of people and goods in addressing current and future transportation demand."

Prepared through active engagement with the public and stakeholders using an approach that considers how roadways, transit, nonmotorized transportation, and intermodal connections are able to improve the operational performance of the multimodal transportation system. Accordingly, the MTP must cover performance measures and targets and include a report evaluating whether the condition and performance of the transportation system is meeting those targets.

May also describe the results of scenario analyses on transportation system conditions and performance. Other information contained in the MTP could include:

- Regional land use, development, housing, and employment goals and plans.
- Projected demand for transportation services over 20 years.
- Policies, strategies, and projects that the MPO recommends for the future.
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments (see Financial Planning and Programming).
- Ways to preserve facilities and efficiently use the existing system.

In preparing the MTP, the MPO coordinates with the State and public transit operators and makes particular effort to engage all communities and stakeholders. Finally, in cases where a metropolitan area is designated as a nonattainment or maintenance area for a transportation-related pollutant, the MTP must conform to the SIP for air quality (see *Air Quality*).

MTPs are updated every five years in air quality attainment areas, every four years in nonattainment or maintenance areas, or more frequently in all areas as State and local officials deem necessary.

Source:

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>

[https://www.fhwa.dot.gov/planning/publications/briefing\\_book/part01.cfm#Toc420927559](https://www.fhwa.dot.gov/planning/publications/briefing_book/part01.cfm#Toc420927559)

# MTP Requirements

- ▶ Includes:
  - ▶ **Transportation Facility identification** (i.e. roadways, transit, multimodal and intermodal facilities, and intermodal connectors);
  - ▶ **Vision, Goals, Objectives;**
  - ▶ **Performance Measures**, targets, and systems performance report;
  - ▶ **Mitigation Activities** (i.e. types of environmental mitigation activities to restore and maintain environmental functions);
  - ▶ **Financial Plan** for financially reasonable projects in the near (5 year), mid (6-15 years), and long term (16-25 years) horizons;
  - ▶ **Operational and management strategies** (to **improve** existing transportation facilities performance, safety, mobility, and vehicular congestion);
  - ▶ **Capital investment** and other strategies (preserve existing and projected infrastructure);
  - ▶ **Transportation and transit enhancement activities.**

The MTP requirements are outlined in 23 United States Code section 134 and requires each MTP to include specific items as seen in yellow on this slide.

# MTP Requirements(cont.) (Chapters)

Dover/Kent County Metropolitan Planning Organization Long Range Planning Documents- then and now.								
Chapters	1996 Long Range Transportation Plan- 2020- <u>Getting From Here to There</u>	2001 Long Range Transportation Plan- 2025- <u>Getting From Here to There</u>	2005 Long Range Transportation Plan- 2030- <u>Moving Forward Together</u>	2009 Regional Transportation Plan- 2030- <u>Moving Forward Together</u>	2013 Metropolitan Transportation Plan- 2040 Update- <u>Moving Forward Together</u>	2017 Metropolitan Transportation Plan- <u>Vision 2040</u>	2021 MTP- <u>Vision 2045 ????</u>	Staff POC
1	Introduction	Introduction	Introduction	Introduction	Introduction	Introduction		
2	Vision for Kent County	Vision for Kent County	Vision for Kent County	The Vision	The Vision	Existing Conditions		
3	System Assessment	System Assessment	System Assessment	Current Transportation System Overview	Current Transportation System Overview	Projected Conditions		
4	Future Transportation Needs	Future Transportation Needs	Future Transportation Needs	Trends and Implications on Future Transportation Needs	Trends and Implications on Future Transportation Needs	Goals and Objectives		
5	Fundamental Strategies	Fundamental Strategies	Fundamental Strategies	Transportation Strategies and Actions	Transportation Strategies and Actions	Operational and Management Strategies		
6	Actions for LRTP	Actions for LRTP	Actions for LRTP	Paying for the Transportation Plan	Paying for the Transportation Plan	Environmental Mitigation Analysis		
7	Paying for the Trans Plan	Paying for the Trans Plan	Paying for the Trans Plan	Conformity Analysis	Conformity Analysis	Air Quality Conformity Analysis		
8	Conformity Analysis	Conformity Analysis	Conformity Analysis	Implementing the Plan	Implementation of the Plan	Financial Investment Plan		
9	Implementing the Plan	Implementing the Plan	Implementing the Plan			Financially Reasonable Projects		
10						Public Involvement		
11						Acknowledgements		

The MTP requirements, as outlined in the previous slide, are included in specific chapters of the MTP.

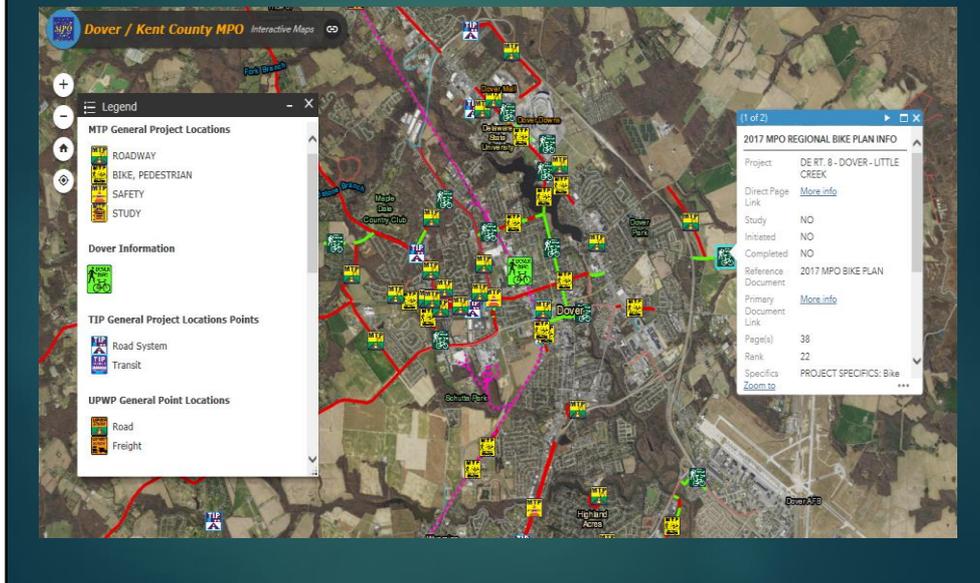
This slide shows each of the MTPs completed by our MPO from our first MTP in 1996 to our most recent MTP in 2017. In addition to the specific chapters included in each of the previous six MTPs, each of our previous MTPs had a **theme**, as shown in the first row starting with “*Getting From Here To There*” in 1996 to “*Vision 2040*” in 2017. As we begin our MTP update, we will need to decide if we are going to use the same chapters as the 2017 MTP or develop something different. You will also note that we will assign specific D/KCMPO staff members to draft specific chapters **as this document will be completed by in-house staff.**

# MTP Data Used

2	A	B	Data (MTP) Years						
			1996	2001	2005	2009	2013	2017	2020
3	Category	Specific data/maps							
4	MTP Projects	Listed MTP Transportation Projects by MTP Year shown	X	X	X	X	X	X	
5		TIP Project locations						X	
6		UPWP Project locations						X	
7		MPO Study locations						X	
8	Road Information	Level of Service (LOS) map for Kent County by year shown							
9		Road functional classification by year shown							
10		Level of traffic stress (1 through 4) by year shown							
11		Crash Trends (number of crashes by type)							
12		Crashes by road segment by year shown							
13		Transportation Mode for work (drive alone; carpool; public transit; walk; work at home; other means) by year shown							
14		Transit stop usage by year shown							
15		Transit Routes by year shown							
16	Demographic	Traffic Counts by year shown							
17		Roadway type and miles existing by year shown							
18		Bicycle and Pedestrian Facilities by year shown							
19		Population in Kent County by year shown							
20	Economic	Population by age by year shown							
21		Environmental Justice Map by year shown							
22		State Strategies for Policies and Spending by year shown							
23		Kent County Employment numbers versus rest of Delaware by year shown							
24	Land Use / Environmental	Economic Development/Employment by Job Type for years shown							
25		Employment change by industry by year shown							
26		Freight route(s) usage by year shown							
27		Kent County Land Use/Land Cover by year shown							
28		County Residential Subdivision (50 or more homes) locations							
29		Flood map by year shown							
30		Agland Preservation Map by year shown							
31		Air Conformity Map by year shown							
32									
33									

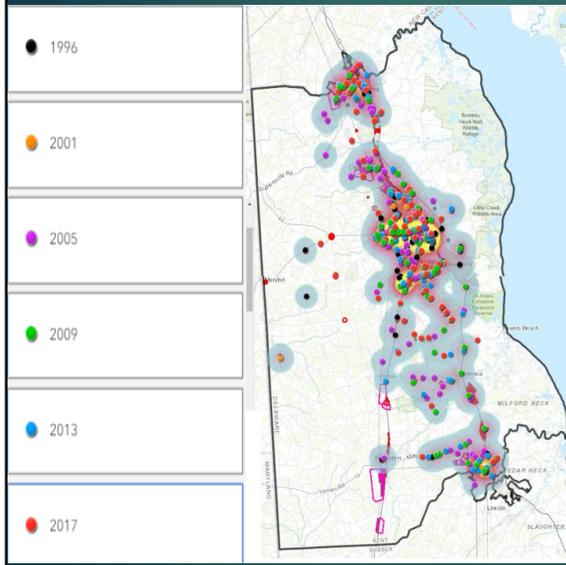
In order to effectively evaluate our transportation system, we need to better understand specific data trends and how successful we were in predicting where previous trends were heading. In this slide we have grouped several data elements (column B) in one of five categories (column A). Once we have collected these data elements for the specific MTP year (row 3), we will place an “x” in the cell. The main goal is to show how Kent County has changed over time since 1996 by comparing these 28 data elements and then to build GIS map layers showing those changes as one means to model future / predictive changes.

## MTP Data Used (cont.)- MTP Project Location



As shown in the previous slide, the goal is to map how Kent County has since 1996. This slide provides one example of a GIS map layer showing the 2017 MTP projects, the 2017 Regional Bike projects; 2019 Transportation Improvement Projects (TIP); and 2019 UPWP study locations. In addition to showing the locations, each project will have an associated data sheet which provides additional detail. Going forward, these data sheets will help provide citizens and other agencies information such as who recommended that project (MPO Partner, etc...) and the status of that project (i.e. In the **CTP/funded; under construction; completed; or not pursued**). More importantly, if the project is no longer pursued by the MPO, include additional information as to why the project was not pursued.

# MTP Data Used (cont.)- Data Trend Analysis



## Trend Analysis

- Locations of previous MTP Projects
- How successful were MTP project identification locations in comparison (including but no limited) to:
  - Industrial and commercial areas;
  - Environmental concern areas;
  - Social economic concerns (low income neighborhoods, etc.);
  - Reduction in accidents;
  - Improvement in travel time and level of service on roadways;
  - Population changes (new residential subdivision locations);
  - Economic activity (new commercial sites, etc.);
- New Roads built in comparison to bike lanes/sidewalks built/created, and bus/transit service established.

This slide provides an example of the geographic locations of our previous six MTP projects. As stated on the right side of the slide, we will use the mapped 28 data elements shown on slide #13 to analyze current trends and to show how Kent County has changed over time since 1996 using GIS map layers to model future/predictive changes. We could use these predictive change locations in Kent County when considering future transportation projects and possibly give more weight for projects (when prioritizing the MTP projects through Decision Lens) located in areas where changes appear to be occurring in Kent County.

## MTP Data Used (cont.)- Project Example



In addition to using data elements to predict future changes in Kent County, the documentation and analysis of MTP projects since 1996 can provide insight as to how long transportation projects can take to complete. In this example, the Route 1/Little Heaven Grade Separated project took **27 years** from first being recommended in a 1992 corridor capacity preservation program study; listed as a specific project in 1998; identified by the D/KC MPO in their 2005 MTP and then 2009 TIP; funded in DeIDOT's 2012 CTP and STIP; before construction began in 2015 and completed in 2019. The point is that many major road projects in Delaware go through a lengthy process of study, design, funding, and construction before being completed. With limited transportation fiscal resources for our transportation infrastructure, our D/KC MPO must continue to work closely with DeIDOT in **identifying future projects in areas where future changes are predicted in Kent County in order to mitigate impacts to our existing transportation infrastructure.**

# MTP Data Used (cont.)- Existing DeIDOT Publications

<https://deldot.gov/Publications/>

The screenshot shows the DeIDOT Publications page with a search bar and a grid of publication categories. The categories include Brochures, Guides and Plans, Manuals, Design Guidance Memorandum, Development Coordination Manual, Enhancing Delaware Highways, Lightning Guidelines, Livable Delaware Implementation Plan, Materials and Research Manual, Noise Policy, On The Job Training (OJT) Program Guidelines, Pedestrian Accessibility Standards (PAS) for Facilities in the Public Right-of-Way, Professional Services Procurement Manual, Road Design Manual, Sign Inspection Program Manual, Standard Construction Details, Standard Specifications, Traffic Design Manual, Unmanned Aircraft System Operational Policy, Utilities Design Manual, and Vehicle Volume Summary (Traffic Counts). Other categories include Reports, Delaware Freight and Goods Movement Plan, Delaware Integrated Transportation Management Strategic (ITMS) Plan - 2017, Sussex County Transportation Operations Management Plan, Delaware Long Range Transportation Plan Policy 2010, Delaware State Aviation System Plan Update, Delaware Strategic Highway Safety Plan (DSHSP), DeIDOT Road Network Download Files, Development Related Improvements Requiring New Rights-of-Way, HOUSE RESOLUTION NO. 47: New Road Extension Feasibility Study, Joint Finance Committee Presentations, Lewis to Georgetown Trail Network, Real Property Management Reports, State Rail Plan - Final 2011, Strategic Implementation Plan for Climate Change, Sustainability & Resilience for Transportation, Sussex County All Hazards Evacuation Annex, Transportation Policy and Research Publications, and Transportation Trust Fund Report (2011). There are also sections for Archived Materials and Misc.

In addition to GIS map layers, we also need to review a plethora of transportation related long range plans and other studies. This slide provides the link to the DeIDOT site where a majority of Delaware long range transportation plans are located.

Another important goal of our MTP Update is to ensure we support DeIDOT's transportation infrastructure vision and goals in a manner where our identified "financially reasonable" **roadway, safety, and bike/pedestrian/transit projects are not contrary to DeIDOT's long-range transportation goals.**

## MTP Data Used (cont.)- Existing Plans

### Partner Comp Plans

Office of State Planning Coordination  
<http://redclay.wra.udel.edu/wpplan/browse/>

### Freight Trans Plans

DeIDOT-  
[https://deldot.gov/Publications/reports/freight\\_plan/index.shtml](https://deldot.gov/Publications/reports/freight_plan/index.shtml)

Federal Highway Administration-  
[https://ops.fhwa.dot.gov/freight/freight\\_analysis/state\\_info/delaware/de.htm](https://ops.fhwa.dot.gov/freight/freight_analysis/state_info/delaware/de.htm)

DART (Rail Plan)-  
[https://www.dartfirststate.com/pdfs/DeIDOT\\_SRP\\_101011.pdf](https://www.dartfirststate.com/pdfs/DeIDOT_SRP_101011.pdf)

Delaware Valley Regional Planning Commission-  
<https://www.dvrpc.org/Freight/>

### Other Trans Plans

Delaware Transit Corporation (DART) Plans-  
[https://www.dartfirststate.com/information/programs/transportation\\_plans/index.shtml](https://www.dartfirststate.com/information/programs/transportation_plans/index.shtml)

University of Delaware, Delaware Center for Transportation-  
<https://sites.udel.edu/dct/research/publications/>

Wilmington Area Planning Council (Wilmapco)-  
<http://www.wilmapco.org/rtp/>

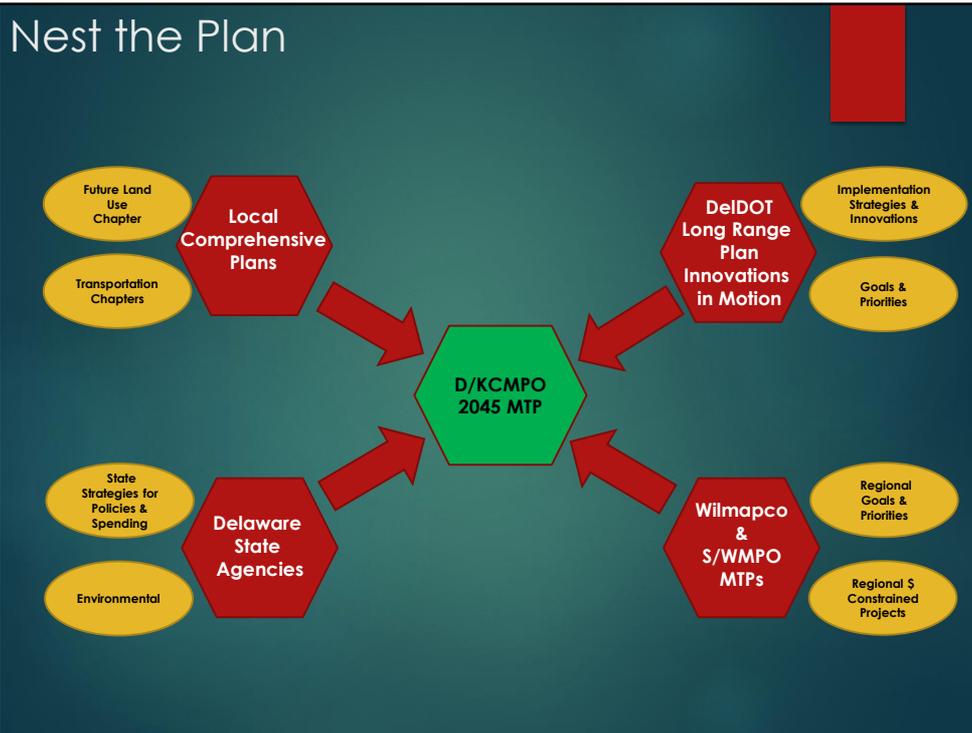
Salisbury/Wicomico MPO-  
[http://www.swmpo.org/3Content&Pics/CONNECT2045-AMENDED\\_06262018\\_ReducedFileSize.pdf](http://www.swmpo.org/3Content&Pics/CONNECT2045-AMENDED_06262018_ReducedFileSize.pdf)

Dover Air Force Base Air Compatible Use Zone (2010)-  
<https://www.dover.af.mil/Portals/22/documents/Dover%20AICUZ%20Aug%202010.pdf?ver=2017-02-10-082501-237>

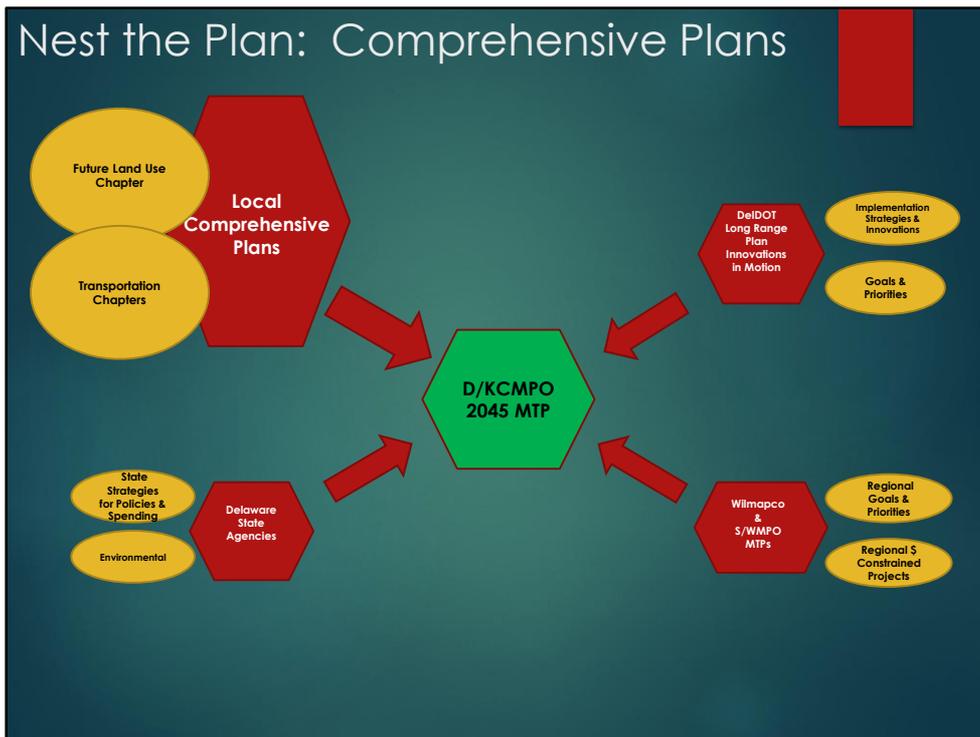
In addition to DeIDOT's long range planning documents, we have:

1. MPO Partners' comprehensive plans that provide future direction in incorporated (municipalities) and unincorporated (Kent County) areas;
2. Adjacent Metropolitan Planning Organization areas such as WILMAPCO in New Castle County and the Salisbury-Wicomico MPO in Sussex County;
3. Delaware Transit Corporation (DART) and University of Delaware transportation/transit plans;
4. Large Kent County employers such as the Dover Air Force Base installation plans; and
5. A variety of rail and truck freight plans.

The point here is that our MTP must also consider goals and objectives from a **wide variety** of transportation-related planning documents in order to better leverage future transportation project outcomes regarding performance measures.



In addition to the valuable information we will receive from the public and the myriad of data resources, this slide depicts how our 2045 MTP will be developed using existing long-range plans from other organizations.



Although the Dover Kent County MPO partners include **all towns, cities, and county land area** within Kent County Delaware, 20 municipalities and Kent County are required by Delaware State Law to complete long-range plans at least every 10 years called, “Comprehensive Plans.” Comprehensive planning is a process that determines community goals and aspirations in terms of community development which results in a comprehensive plan expressing and regulating public policies on transportation, utilities, land use, recreation, and housing.

**NOTE:** Town with less than 2,000 people do not need to complete a comprehensive plan (<https://stateplanning.delaware.gov/lup/comprehensive-plan.shtml> )

# Nest the Plan (cont.): Local Comprehensive Plan Transportation Recommendations

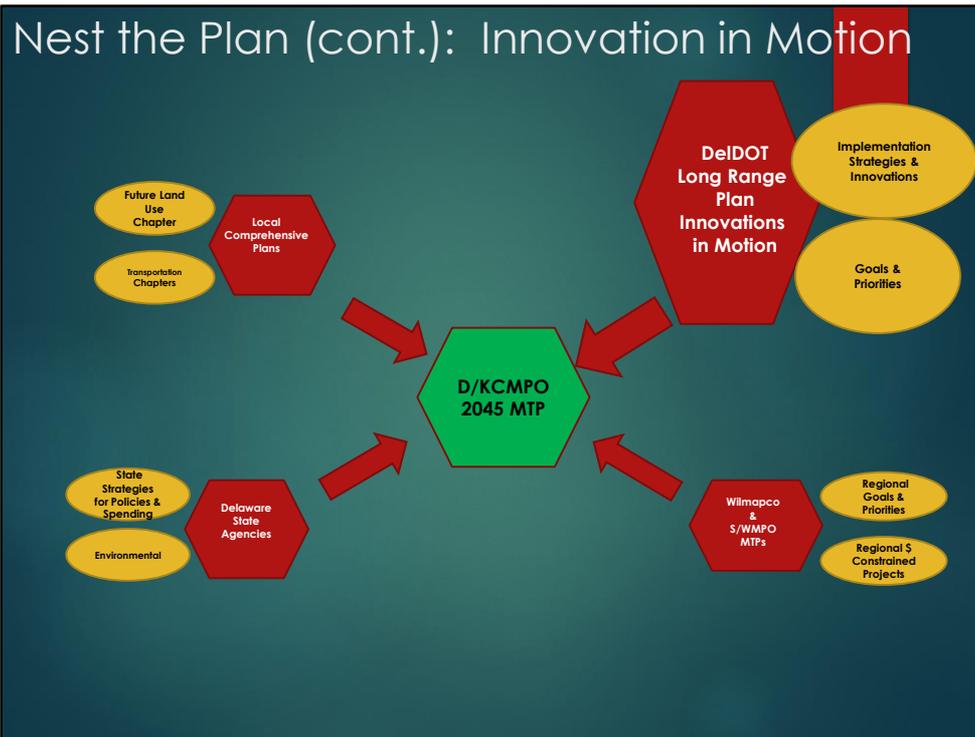
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	Municipality	Population	Comp Plan year	Stated Transportation Goal(s)	Transportation Recommendations (2010-2019 Comp Plans)											
2					Rail Freight	Passenger Rail	Transportation Improvement Districts (TID)	Bike route expansion	Pedestrian route expansion	Recommended Studies	Specific Road Projects	Corridor Preservation	Safe Routes	New Technologies	Transit	Parking
3	Bowers Beach	335	2009		No transportation recommendations											
4	Camden	3,464	2019					X			X					
5	Cheswold	1,380	2010							X						
6	Clayton	3,037	2019	X	X				X							X
7	Dover	38,058	2019	X		X	X		X	X	X		X		X	
8	Farmington	110	2016	X								X			X	X
9	Felton	1,310	2018	X					X			X			X	
10	Frederica	825	2015				X									
11	Harrington	3,562	2013	X	X	X		X	X	X	X		X		X	
12	Hartly	74	2016							X	X		X			
13	Houston	374	2018	X					X		X		X		X	
14	Kenton	261	2017					X	X							
15	Leipsic	183	2019		No transportation recommendations											
16	Little Creek	224	2016	X				X	X	X	X				X	X
17	Magnolia	225	2019							X						
18	Milford	11,383	2018	X			X	X	X	X				X	X	X
19	Smyrna	11,584	2013	X				X	X	X	X				X	
20	Viola	157	2019		X				X						X	
21	Woodside	187	2018	X						X						
22	Wyoming	1313	2011			X		X	X	X				X		
23	Kent County	175,412	2019	X	X	X	X	X			X					
24	Total Count			11	4	4	3		13	10	9	3	4	1	10	4

Comprehensive planning is a process that determines community goals and aspirations in terms of community development which results in a comprehensive plan expressing and regulating public policies on transportation, utilities, land use, recreation, and housing.

This slide show the 21 Comprehensive Plans Goals, and Transportation Recommendations listed on this chart provide a snapshot of transportation related recommendations (as seen in light green) addressed in each comprehensive plan and depicted transportation goals for the municipality if included in their comprehensive plan. Although not seen on this slide, the excel spreadsheet include comments within each depicted cell with excerpts from the applicable comp plan as related to the any one of the listed 12 transportation recommendation categories as well as future land use maps, annexation maps, and transportation maps.

When conducting our 2045 MTP update, we will review all twenty (20) Kent County Municipal Comprehensive Plans as well as Kent County’s Comprehensive Plan (all listed on the Office of State Planning Coordination web site) to see where we can **link common goals and objectives**.

Our challenge will be to develop our MTP goals and objectives as well as list financially responsible projects which **support our MPO partners comprehensive plans** where and when we can.



Delaware Department of Transportation (DeIDOT) recently completed their 20-year Long Range Plan.

# Nest the Plan (cont.): DeIDOT Long Range Plan (Innovations in Motion )

10 Goals

**What are the Goals for *Innovation in Motion*?**  
This plan is being developed in two parts. Part One reviews the trends, challenges, opportunities and goals for transportation in the next twenty years. In order for *Innovations in Motion* to guide DeIDOT's efforts to provide excellent customer service through a safe, accessible, reliable and innovative transportation network, the following goals have been established:



- Economic Vitality
- Safety and Security
- Quality of Life
- Connectivity
- System Preservation
- System Management and Operations
- Resiliency and Reliability
- Environmental Stewardship
- Travel and Tourism
- Customer Service and Communication

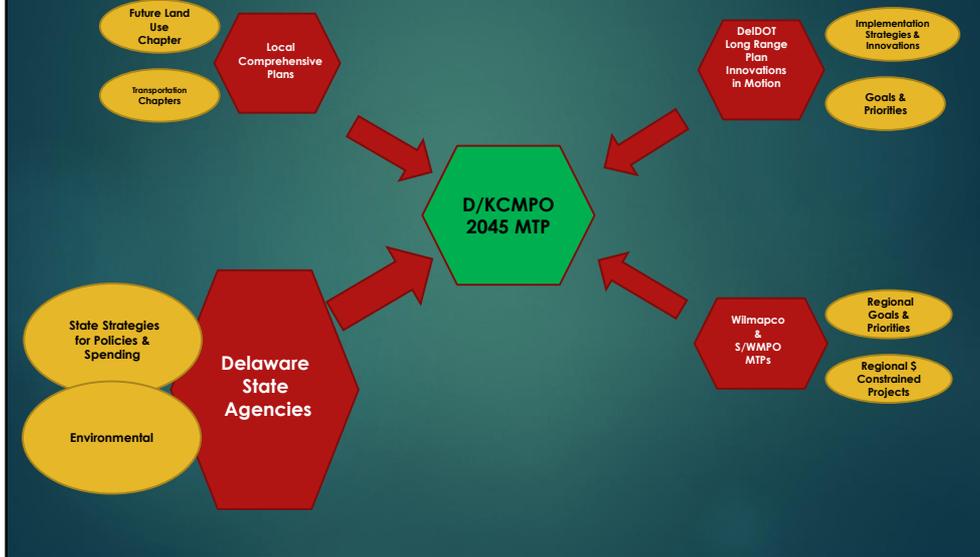
**Vision:**  
*Innovation in Motion* will guide DeIDOT in developing a safe, reliable and efficient transportation system that will support a diverse economy, vibrant communities and viable transportation options for Delaware's citizens, visitors and customers.

The DeIDOT Long-Range Plan is called, “Innovations in Motion.” This 20-year plan defines the Statewide transportation goals, strategies, actions and performance measures to make our economy more competitive, our communities more vibrant, and our environment more sustainable for future generations. This slide shows DeIDOT’s 10 goals which are similar to Federal Metropolitan Transportation Planning Factors in 23 US Code part 134 the MPO should follow.

In addition to their Innovations in Motion Plan and as previous shown on slide #14, DeIDOT has several planning documents such as Rail, Freight, and Highway Safety Plans which need to be considered when drafting our D/KC MPO MTP.

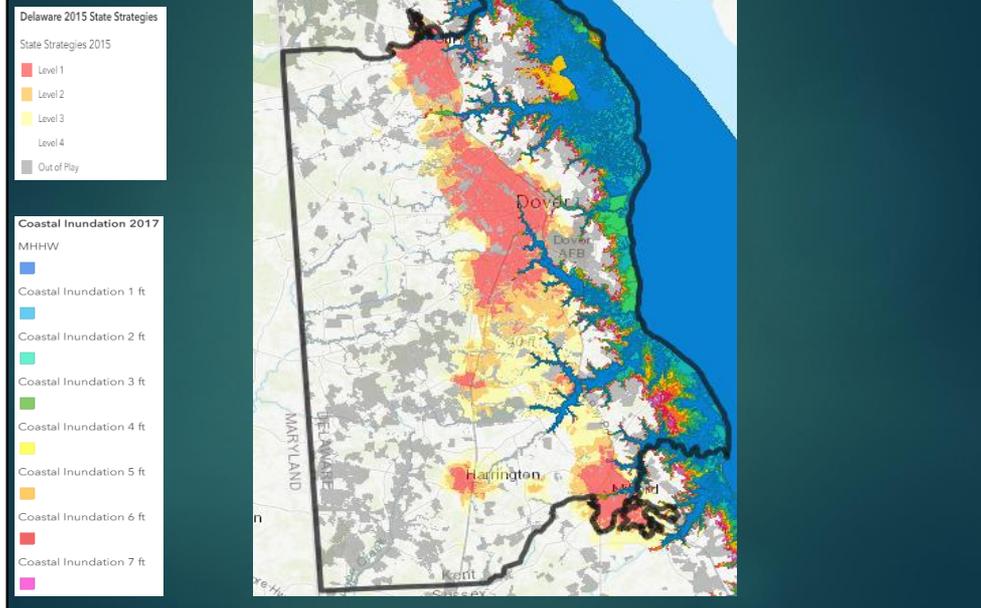
Our Metropolitan Transportation Plan 2045 will strive to **align our goals and objectives to better support DeIDOT’s goals and objectives regarding transportation planning.**

# Nest the Plan (cont.): Delaware State Agencies Long Range Plans



Our Metropolitan Transportation Plan 2045 will consider Delaware State Agency Long Range Planning efforts as well.

## Nest the Plan (cont.): Delaware State Agencies

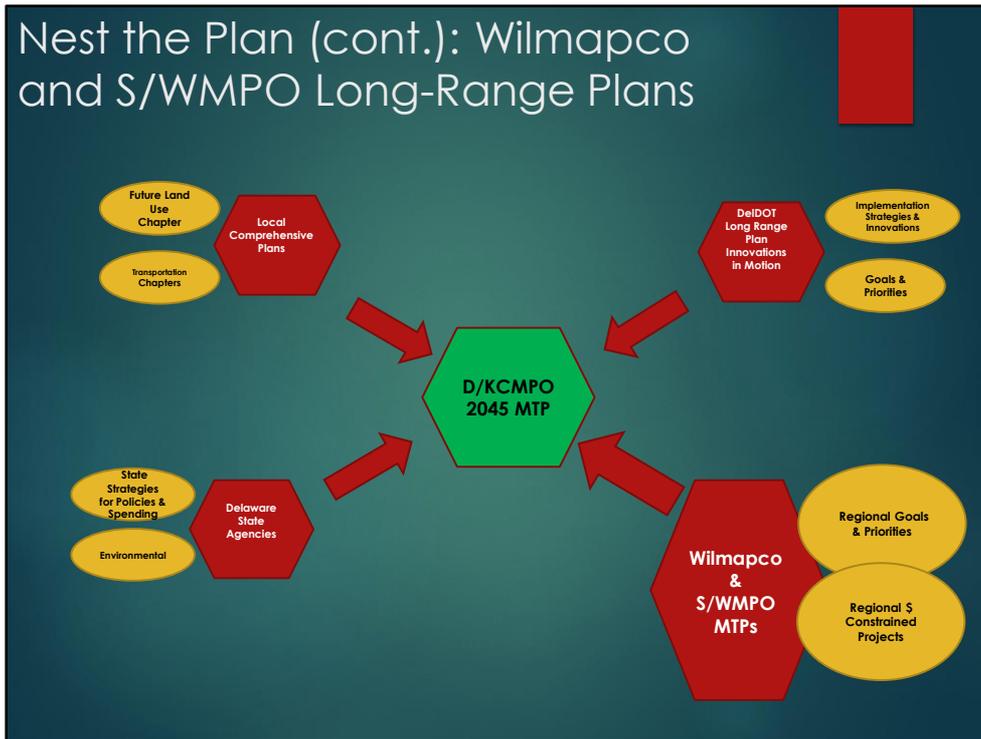


For Example, the Office of State Planning Coordination has adopted a Strategies for State Policies and Spending which summarizes the state's land use goals, policies and strategies and directs state spending into investment levels that support the most efficient use of state physical, fiscal and natural resources. Using the State Strategies Map, we would likely support transportation projects in Level 1 areas over Level 4 and Out of Play areas.

NOTE: The Office of State Planning Coordination will be updating their Strategies for State Policies and Spending in 2020 while we are working on our MTP. We will be working closely with them to ensure future changes in their policies are considered in our MTP Update.

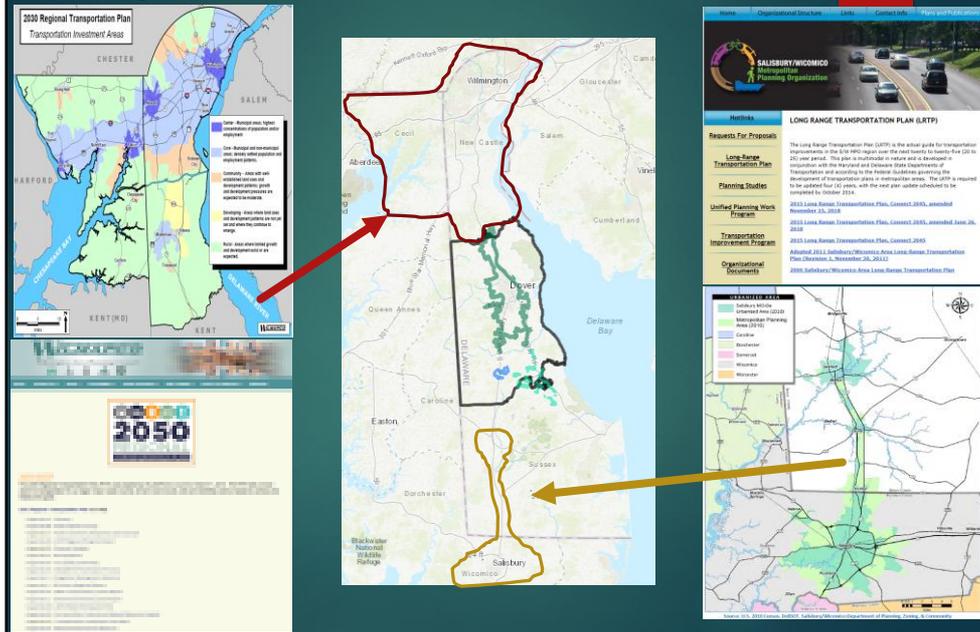
This slide also shows the DNREC Delaware Coastal Inundation Map to show the possible impacts of inundation based on the various sea level rise scenarios. Using this information for example, we would likely not support transportation projects in areas projected to incur flooding scenario's due to sea level rise.

# Nest the Plan (cont.): Wilmapco and S/WMPO Long-Range Plans



Our two sister MPOs (the Wilmington Area Planning Council and the Salisbury/Wicomico MPO) have long-range plans as well.

# Nest the Plan (cont.): Wilmapo and S-WMPO



Wilmapo recently completed with Regional Transportation Plan with three main goals: **Support Sustainable Economic Development and Goods Movement** (spotlighting on Corridor Planning, Interregional Planning, and Public Electric Vehicle Charging Hotspots); **Improve Quality of Life** (spotlighting on Autonomous Vehicles, Performance Measurement, and Public Involvement) ; and **Efficiently Transport People** (spotlighting on Location Efficiency, Environmental Justice, and Rural Development).

The Salisbury/Wicomico MPO has six goals in their 2045 Plan: Manage the Existing Transportation System; Increase Safety and Security; Enhance Access and Mobility; Provide a Connected, Multi-modal Transportation System; Protect the Environment and Quality of Life; and Support Economic Development.

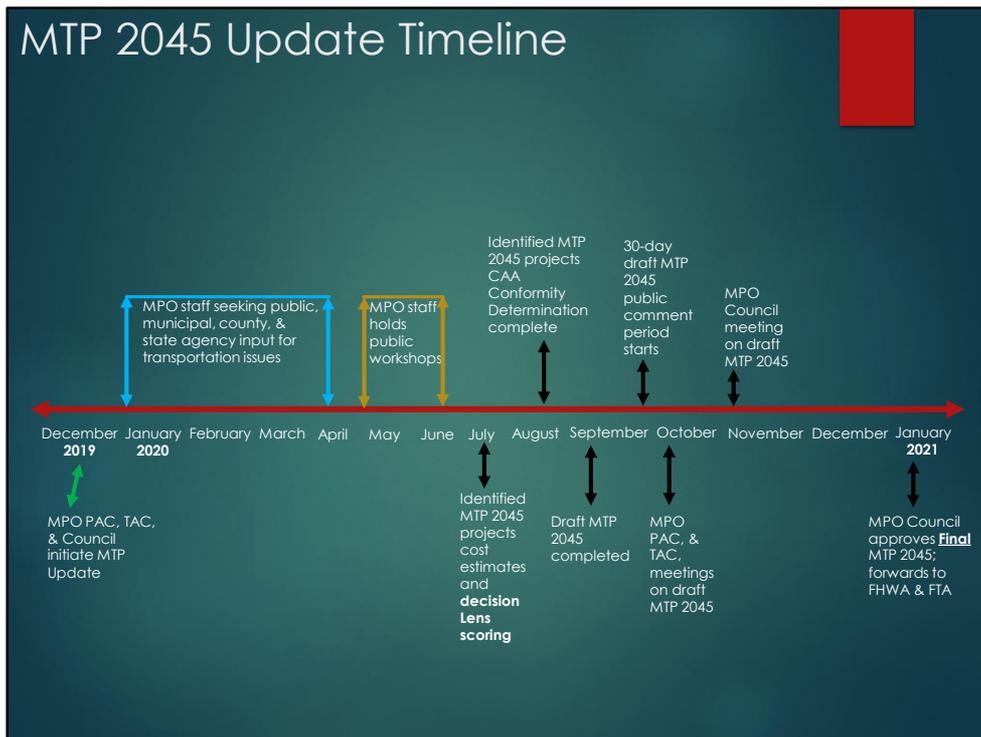
Our Metropolitan Transportation Plan 2045 will strive to **collaboratively array our goals to support our two sister MPO's long range planning goals** for a better **Regional approach** to Transportation Planning.

## MTP Factors to consider.

- ▶ Autonomous Vehicles
- ▶ Rail and Highway Freight Movements
- ▶ Population Change
- ▶ Pedestrian and Bicycle Facilities
- ▶ Changes in Economic indicators
- ▶ Environmental (sea level rise)
- ▶ Societal (environmental justice) changes
- ▶ Air Conformity
- ▶ Land Use changes
- ▶ Performance Measures and Targets:
  - ▶ **PM 1-Safety** (Fatalities and Injuries);
  - ▶ **PM 2- Infrastructure** (Pavement, Bridges, and Transit Asset Management);
  - ▶ **PM 3- System Performance, Freight, and CMAQ**

In summary, we will need to gather as much relevant information and data possible to develop our MTP which is valid and consistent with current and forecasted transportation and land use conditions and trends, and to extend the forecast to at least a 20-year planning horizon or in our case, out to the year 2045.

In the end, our plan must show a priority of financially reasonable future transportation projects for Kent County Delaware which not only support the goals and objectives of our partners but take into account the ten factors listed on this slide.



This will be a **12-month process**, officially beginning after our December 2019 PAC/TAC/Council Joint Meeting. The staff will be working with a variety of state and local agencies to include the general public to ascertain future transportation needs before conducting public workshops in May and June 2020. Around July 2020, the identified transportation projects will be further refined with rough cost estimates before being evaluated in our Decision Lens software systems which rank ordered based on a score.

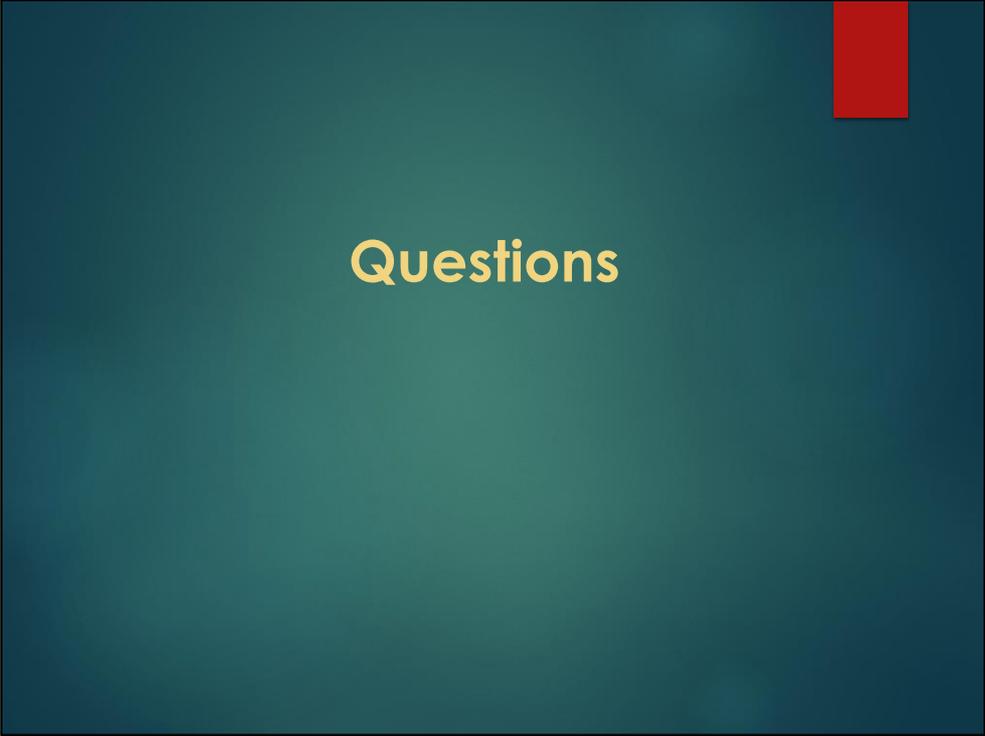
*Decision Lens: Decision Lens is a software prioritization and resource optimization systems which allows the MPO the make funding decisions in a project prioritization and resource allocation manner. The system assigns a value to the project regarding the project's impact to **14 criteria**: LOS; Road Functional Classification; Roadway Safety; Bike/Pedestrian Safety; Air Quality; Other Environmental Impacts; Economic Development; Supports Freight Movement; Transit Connections; Pedestrian Connections; MPO Regional Bike/Pedestrian Plan; Social Justice; Relationship to Comprehensive Plan; Community Priority; and the State Strategies for Policy and Spending. If the project scores highest, it is most likely going to get funded. If there are remaining funds available, then the second highest project could get funded, etc..... Each projects total score, will result in an overall percentage; higher the percentage, the higher priority for funding.*

The list of projects will then be evaluated this coming August for compliance with Air Conformity requirements before the draft document is completed around September before the required 30-day public comment period begins in October. Our PAC, TAC, and Council will review the draft document from October to November allowing and final changes in December before being voted on in **January 2021**.

## Next Steps

- ▶ Data Collection (**January – April 2020**):
  - ▶ Public input on transportation issues
  - ▶ MPO Partners Input
  - ▶ Delaware State Agencies Input
- ▶ Establish Transportation Projects selection committee and selection criteria using Decision Lens (**February-March 2020**)
- ▶ Develop (first draft) Transportation Projects (**April 2020**)
- ▶ Public Workshops (**May – June 2020**).

Over the next **six months** we will be focused on data collection and transportation project solicitation before our first public workshops schedule in May and June 2020. After the public workshops, our draft MTP will begin to be finalized as we ensure the transportation projects are prioritized using decision lens and reviewed for air conformity regarding any listed transportation project which is considered non-regionally significant.



# Questions

What are your questions?

Thank you.